



MARINE ENVIRONMENT PROTECTION
COMMITTEE
44th Session
Agenda item 11

MEPC 44/11
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PREVENTION OF AIR POLLUTION FROM SHIPS

Outcome of the fifth session of the Conference of Parties (COP5) to UNFCCC

Note by the Secretariat

SUMMARY

<i>Executive summary:</i>	This document provides the decision of COP5 and the conclusions of SBSTA 11 on emissions resulting from fuel used for international transportation.
<i>Action to be taken:</i>	Paragraph 5.
<i>Related documents:</i>	MEPC 43/21, MEPC 44/1/1.

1 The fifth session of the Conference of Parties (COP) to the United Nations Framework Convention on Climate Change (UNFCCC) was held from 25 October to 5 November 1999 in Bonn, Germany. The Subsidiary Body for Scientific and Technological Advice (SBSTA) held its eleventh session during the Conference and discussed matters relating to emissions resulting from fuel used for international transportation.

2 The Secretariat attended COP5 and SBSTA 11 and provided information on IMO's activities on prevention of air pollution from ships and, in particular, an outline of the IMO Study on Greenhouse Gas Emissions from Ships.

3 The conclusion of SBSTA 11 on emissions resulting from fuel used for international transportation and the decision of COP5 on emissions based upon fuel sold to ships and aircraft engaged in international transport are contained in annexes 1 and 2 respectively, for the information of the Committee.

4 For reference purposes, Article 2 of the Kyoto Protocol to the United Nations Framework Convention on Climate Change and Decision 2/CP.3 on Methodological issues related to the Kyoto Protocol are also attached in annex 3.

Action requested of the Committee

5 The Committee is invited to note the above information and take action as appropriate.

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ANNEX 1**METHODOLOGICAL ISSUES****EMISSIONS RESULTING FROM FUEL USED FOR
INTERNATIONAL TRANSPORTATION****SBSTA conclusions
(Preliminary unedited version)**

Final conclusion will be included in document FCCC/SBSTA/1999/14, paragraph 55.

1. The Subsidiary Body for Scientific and Technological Advice (SBSTA) welcomed the information provided and the steps taken by the International Civil Aviation Organization (ICAO) and the International Maritime Organization (IMO) on their work relating to emissions of greenhouse gases not controlled by the Montreal Protocol from aviation and marine bunker fuels. The SBSTA stressed the need to further enhance cooperation between ICAO, IMO and UNFCCC and invited ICAO and IMO to continue to provide the SBSTA with regular progress reports to assist SBSTA in addressing climate change issues. In addition, the SBSTA encouraged the participation of representatives of the UNFCCC process in relevant meetings of ICAO and IMO.
2. The SBSTA requested the secretariat to further explore ways and means of cooperating with ICAO and IMO and to promote mutual understanding of common activities and interests, including cooperation on methodological issues in order to improve inventory reporting, and side events to provide the opportunity for delivery of, *inter alia*, detailed status reports. The SBSTA requested the secretariat to report on the outcome of such activities to the SBSTA at its thirteenth session. The SBSTA also requested the secretariat to seek the assistance of ICAO and IMO in making available data which may be needed to continue the work related to decision 2/CP.3.
3. In accordance with decision 2/CP.3, the SBSTA affirmed that the accuracy, consistency and comparability of data on emissions based upon fuel sold to ships and aircraft engaged in international transport as reported by Parties need to be improved. It further noted that there are some missing inventory data with respect to emissions based upon fuel sold to ships and aircraft engaged in international transport and recommended that this situation be rectified to the extent possible, including data for the year 1990 and subsequent years, taking into account relevant reporting guidelines. The SBSTA welcomed the work of the Intergovernmental Panel on Climate Change (IPCC) on good practices, including those related to the preparation of inventories of emissions based upon fuel sold to ships and aircraft engaged in international transport. It invited the IPCC to make a presentation on this aspect of good practices at the SBSTA session following the approval of the IPCC report on good practice in national inventory preparation, including managing uncertainty.
4. The SBSTA noted that use of the guidelines for the preparation of national communications by Parties included in Annex I to the Convention, part I: UNFCCC reporting guidelines on annual inventories, including the common reporting format (FCCC/SBSTA/1999/6/Add.1) would improve the quality of inventory data provided under the Convention. The SBSTA requested the secretariat to include in any report on the experience of Parties using the common reporting format, information on the reporting of emissions based upon fuel sold to ships and aircraft engaged in international transport.

5. The SBSTA decided to consider the methodological aspects related to emissions based upon fuel sold to ships and aircraft engaged in international transport contained in the IPCC report on good practice in national inventory preparation, including managing uncertainty, at the SBSTA session following the approval of that report.

6. The SBSTA decided to recommend a draft decision on emissions based upon fuel sold to ships and aircraft engaged in international transport for adoption by the Conference of the Parties (COP) at its fifth session (FCCC/CP/1999/L.17). For the full text of the decision adopted by the COP, see decision 18/CP.5.

ANNEX 2

DECISION 18/CP.5

**EMISSIONS BASED UPON FUEL SOLD TO SHIPS AND AIRCRAFT
ENGAGED IN INTERNATIONAL TRANSPORT****Preliminary unedited version**

The final decision will be included in the report of the Conference of the Parties
(document FCCC/CP/1999/6/Add.1).

The Conference of the Parties,

Recalling that the Subsidiary Body for Scientific and Technological Advice held an exchange of views on emissions based upon fuel sold to ships and aircraft engaged in international transport during its tenth and eleventh sessions (FCCC/SBSTA/1999/6 and FCCC/SBSTA/1999/14),

Recalling also the recommendations of the Subsidiary Body for Scientific and Technological Advice,

1. *Expresses* its appreciation to the International Civil Aviation Organization for requesting, and to the Intergovernmental Panel on Climate Change for preparing, the *Special Report on Aviation and the Global Atmosphere* of the Intergovernmental Panel on Climate Change related to the effects of aircraft emissions on the climate and atmospheric ozone;

2. *Welcomes* the *Special Report on Aviation and the Global Atmosphere* as a comprehensive assessment of the effects of aircraft emissions on the climate and atmospheric ozone;

3. *Requests* the secretariat to continue to develop its cooperation with the secretariats and participate in the meetings of the International Civil Aviation Organization and the International Maritime Organization on climate change related issues;

4. *Requests* the Subsidiary Body for Scientific and Technological Advice to continue its current work on methodological issues related to reporting on emissions based upon fuel sold to ships and aircraft engaged in international transport, including those that may be contained in the Intergovernmental Panel on Climate Change report: Good Practice in National Inventory Preparation, Including Managing Uncertainty.

ANNEX 3

Article 2.2 of the Kyoto Protocol

The Parties included in Annex I shall pursue limitation or reduction of emissions of greenhouse gases not controlled by the Montreal Protocol from aviation and marine bunker fuels, working through the International Civil Aviation Organization and the International Maritime Organization, respectively.

Decision 2/CP.3

Methodological issues related to the Kyoto protocol

The Conference of the Parties,

Recalling its decisions 4/CP.1 and 9/CP.2,

Endorsing the relevant conclusions of the Subsidiary Body for Scientific and Technological Advice at its fourth session,(3)

1. *Reaffirms* that Parties should use the Revised 1996 Guidelines for National Greenhouse Gas Inventories of the Intergovernmental Panel on Climate Change to estimate and report on anthropogenic emissions by sources and removals by sinks of greenhouse gases not controlled by the Montreal Protocol;
2. *Affirms* that the actual emissions of hydrofluorocarbons, perfluorocarbons and sulphur hexafluoride should be estimated, where data are available, and used for the reporting of emissions. Parties should make every effort to develop the necessary sources of data;
3. *Reaffirms* that global warming potentials used by Parties should be those provided by the Intergovernmental Panel on Climate Change in its Second Assessment Report ("1995 IPCC GWP values") based on the effects of the greenhouse gases over a 100-year time horizon, taking into account the inherent and complicated uncertainties involved in global warming potential estimates. In addition, for information purposes only, Parties may also use another time horizon, as provided in the Second Assessment Report;
4. *Recalls* that, under the Revised 1996 Guidelines for National Greenhouse Gas Inventories of the Intergovernmental Panel on Climate Change, emissions based upon fuel sold to ships or aircraft engaged in international transport should not be included in national totals, but reported separately; and *urges* the Subsidiary Body for Scientific and Technological Advice to further elaborate on the inclusion of these emissions in the overall greenhouse gas inventories of Parties;
5. *Decides* that emissions resulting from multilateral operations pursuant to the Charter of the United Nations shall not be included in national totals, but reported separately; other emissions related to operations shall be included in the national emissions totals of one or more Parties involved.